



Proposed DRAFT Transit-Oriented Communities Policy

SPUR Digital Discourse

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ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



Photo credit: Noah Berger

Plan Bay Area & the TOC Policy



VISION & GUIDING PRINCIPLES

Ensure by the year 2050 that the Bay Area is *affordable*, *connected*, *diverse*, *healthy* and *vibrant* for all.

FOUR ELEMENTS OF THE PLAN



- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Strategies addressed by TOC Policy:



Overview: Focus on PBA 2050 Implementation

PBA 2050
Transit
Investments

PBA 2050
Strategies
+
RHNA

Transit-
Oriented
Communities
Policy

Proposed TOC Policy Goals

Goal 1: Increase residential densities for new development and prioritize affordable housing in transit-rich areas.

Goal 2: Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.

Goal 3: Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations.

Goal 4: Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.



2005 TOD Policy v. TOC Policy Proposal: Applicable Areas

Policy Application

2005 TOD Policy

- Specific transit extension projects
- Half-mile area around new stations

TOC Policy Proposal

- PDAs and TRAs with planned transit investments in Plan Bay Area 2050:
 - All rail, ferry, and frequent bus (e.g., headways ≤ 15 min) projects that seek regional discretionary funding



2005 TOD Policy v. TOC Policy Proposal: Requirements

Policy Requirements

2005 TOD Policy

- Corridor-level min housing thresholds
- Existing and/or planned/zoned land uses within a half mile of all stations must meet or exceed the overall corridor threshold for housing
- Affordable units = 1.5 market rate units

TOC Policy Proposal

- Minimum planned residential and commercial densities for new development
- Affordable housing and anti-displacement policies
- Parking management
- Station access and circulation, including connectivity to adjacent Equity Priority Communities



2005 TOD Policy v. TOC Policy Proposal: Conditions

Policy Conditions

2005 TOD Policy

- Policy requirements must be satisfied before regional discretionary funds are programmed or allocated for construction

TOC Policy Proposal

- Transit expansion/extension projects: *No change*
- Transit enhancement/improvement projects: local jurisdictions' discretionary transportation funding may be conditioned on meeting requirements within a specified time frame



Proposed Requirements: Density

- Specifies minimum residential and commercial density ranges for future growth around high-quality transit that are needed for PBA 2050 implementation. Adopted plans and built projects indicate these ranges are feasible, but that there is variation throughout a station area.

Level of Transit Service	Min Planned Residential Density	Min Planned Commercial Density
Tier 1: Regional rail hubs (e.g., served by multiple BART lines, BART and Caltrain, etc.)	150-200 dwelling units per net acre	6-8 floor area ratio
Tier 2: Stop/station served by BART, Caltrain, Light Rail Transit, Bus Rapid Transit	75-100 dwelling units per net acre	3-5 floor area ratio
Tier 3: Stop/station served by commuter rail, ferry, or frequent bus (e.g., headways ≤15 minutes)	35-50 dwelling units per net acre	2-4 floor area ratio

Note: Proposed density ranges are based on PBA 2050 modeling for Strategies H3 and EC4 (see [Forecasting and Modeling Report](#), p.44 and p. 57).

- Staff will further refine/clarify requirements and transit service level definitions to address comments related to displacement risk and land use variation within station areas or along corridors.



Proposed Requirements: Affordable Housing & Anti-Displacement Production

Adopt policies that address at least 2:

- Prioritize deed-restricted, permanently affordable housing on publicly owned land
- Inclusionary requirement with or without in-lieu option
- Density bonuses in excess of state law for projects with higher % affordability, etc.

Continuing to seek stakeholder feedback and currently working with Housing and Local Program staff on further refinement and coordination with other housing-related PBA 2050 implementation efforts.

Preservation

Adopt policies that address at least 2:

- SRO preservation ordinance/overlay
- Condo conversion restrictions
- Tenant opportunity to purchase
- Preservation of affordable housing at-risk of conversion to market rate

Protection

Adopt policies that address at least 2:

- Rent stabilization
- “Just cause” eviction
- Tenant right to counsel

AND adopt policies addressing at least one:

- Foreclosure assistance
- Rental assistance programs
- Overlay zone to protect/assist small business and community non-profits
- Affordable housing preference for existing residents, displaced former residents



Proposed Requirements: Parking Management

Residential

- No parking minimums
- Parking maximums between 0.375-1.0 spaces/unit based on level of transit service
- Allow shared and unbundled parking
- Adopt a TDM policy for new development
- Minimum of one secure bike parking space/unit

Commercial

- No parking minimums
- Parking maximums of 0-2.5 spaces per 1K sf based on level of transit service
- Adopt a TDM policy for new development



ABAG-MTC Local Parking Policy Technical Assistance **PARKING POLICY PLAYBOOK** FINAL



Proposed Requirements: Transit Station Access and Circulation

- Include policies and design guidance prioritizing shared mobility (including buses/shuttles) and active transportation – coordinate with Complete Streets Policy
- For rail and ferry station areas, include initial mobility hub planning, infrastructure, and service needs
- Include an access gap analysis and accompanying improvement program for station access via a 10-15-minute walk, bicycle, or bus/shuttle trip
- Will further refine requirements to emphasize connections to EPCs



Image by Nelson Nygaard Consulting Associates

Key Issues for Policy Development



Photo credit: Karl Nielsen

Robust discussion at January 14th MTC Planning/ABAG Admin Committee!

- Conditioning funding v. using funding as an incentive for TOC Policy compliance and timing/phasing of implementation
- For requirements, balancing simplicity with effectiveness + land use complexity and diversity
- Resources available for policy implementation, including planning and technical assistance grants, as well as policy compliance

Next Steps

Staff contact:

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Feb

- More extensive outreach to cities to better understand baseline and to develop options for revisions to the policy approach and requirements

March

- MTC Policy Advisory Council
- ABAG Executive Board
- Technical Advisory Committee, additional outreach

April

- Develop Draft Final Policy Proposal

**May/
June**

- Draft Final Policy to Joint MTC Planning/ABAG Admin Committee
- Adoption by Commission



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